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1862

Fourteenth Annual Report

OF THE

PRESIDENT AND DIRECTORS

TO THE

STOCKHOLDERS

OF THE

SEABOARD & ROANOKE RAILROAD COMPANY,

WITH THE

REPORT OF THE GENERAL SUPERINTENDENT,

SUBMITTED FEBRUARY 27, 1862.

PORTSMOUTH, VA.
PRINTED AT THE TRANSCRIPT OFFICE.
1862.

OFFICERS

Of the Seaboard and Roanoke Railroad Company, for the year 1862–3.

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PRESIDENT.

SAMUEL M. WILSON.

DIRECTORS.

DAVID A. BARNES,	JOHN M. ROBINSON,
THOMAS HUME,	GUSTAVUS A. MYERS,
WIRT ROBINSON,	RICHARD WALKE.

RICHARD WALKE, *Treasurer.*

JOHN M. ROBINSON, *General Superintendent.*

OWEN D. BALL, *Master of Transportation.*

ENOCH G. GHIO, Portsmouth, Va.,
E. N. PETERSON, Weldon, N. C. } *Freight Agents.*

SAMUEL T. HAND, *Road Master.*

JEROME B. PENDLETON, *Master Machinist.*

Annual Report.

OFFICE OF THE SEABOARD AND ROANOKE RAILROAD COMPANY,
Portsmouth, Va., Thursday, Feb. 27, 1862.

The Annual Meeting of the Stockholders of the Seaboard and Roanoke Railroad Company was held at their office this day.

On motion, Charles A. Grice, Esq., was appointed Chairman, and Richard Walke, Secretary.

On motion, Messrs. James Alfred Jones, Robert Dickson, and Richard Walke were appointed a Committee to examine the proxies and report the number of shares of stock represented at the meeting.

The Committee having retired for that purpose submitted the following Report:—

The whole number of shares of capital stock issued by the Company, is 8,682. The whole number of votes, 4,922.

The whole number of shares represented in person and by proxy, 7,337. The number of votes to which the shares represented are entitled, 4,336.

On motion, the report of the Committee was accepted and ordered to be recorded.

The President submitted and read the Annual Report of the President and Directors to the Stockholders, which, on motion, was received and ordered to be recorded.

The report of the General Superintendent was read, and together with the statements of the Treasurer, showing the financial condition of the Company, of the Master Machinist, Road Master and Master of Transportation, which had been laid before the meeting, ordered to be filed.

On motion, Resolved, that Messrs. W. W. Sharp, Robert Dickson, and Thomas B. Rowland be reappointed a Committee to examine the condition of the Road, Shops, and other property of the Company, and report at the next annual meeting.

The meeting then proceeded to the election of a President and Directors for the ensuing year.

On motion, SAMUEL M. WILSON, Esq., was unanimously re-elected President.

The following gentlemen were then elected Directors:

DAVID A. BARNES,	JOHN M. ROBINSON,
THOMAS HUME,	GUSTAVUS A. MYERS,
WIRT ROBINSON,	RICHARD WALKE.

21803

On motion, Resolved, that the President and Directors have printed such reports and proceedings of this meeting as they may deem advisable.

On motion, the meeting then adjourned.

CHAS. A. GRICE, *Chairman.*

RICHARD WALKE, *Secretary.*

REPORT OF THE PRESIDENT AND DIRECTORS.

OFFICE SEABOARD AND ROANOKE RAILROAD COMPANY,
Portsmouth, Va., Feb. 27, 1862.

To the Stockholders of the Seaboard & Roanoke Railroad Company:

GENTLEMEN—We present the Annual Report of the President and Directors.

The operations of the Road since your last meeting have been carried on through a period of great political disturbance, under which the business relations of the country have undergone an entire change. This change has caused a considerable decline both in our travel and freight, and reduced our income below the average of the last several years.

The receipts have been,

From transportation of passengers,.....	$89,562 41
" " " freight,.....	79,608 41
" " " mail,.....	6,000 00
Making the earnings of the Road,.....	$174,970 82
From other sources of income there has been received,...	14.944 54
Making the income received for the year,,.....	$189,915 36
The expenses of operating the Road, including all outlays for repairs and construction, have been.....	92,534 59
Leaving as nett revenue for the year the sum of.....	$97,380 77

This, compared with the nett income of the year 1860–61, exhibits a large decrease, but the year referred to was one of unusual prosperity to the company, the income exceeding that of any previous year by over thirty thousand dollars. Contrasted with the average nett income of the five years prior to 1860–61, that of the year shows a decline of about eight thousand dollars; and considering the circumstances under which our business for the last nine months has been conducted, less could scarcely have been anticipated. No Road in Virginia or North Carolina has been cut off from so large a portion of its accustomed busi-

ness by the existing war, with so little in the transportation required by the military exigencies of the government to counterbalance the loss. A large portion of our usual business—travel and freight passing over the Road between the South and the cities of the United States—has ceased entirely; and the stagnation of commerce under the blockade of our port has greatly diminished the local transportation. Under this state of things it is a subject of satisfaction to the Board, that our business has enabled us to meet the expenses of the year, and, after providing for the interest on our entire debt, to realize a dividend of seven per cent. on the capital stock, which has been declared.

Effort has been made through the year, in view of the diminished sources of income, to restrict our expenses to the narrowest limits consistent with prudent economy; and while no outlay has been spared, that the repairs and maintenance of the line of the Road and equipment and efficiency of our operations required, we have been enabled to reduce the expenses nearly fifteen thousand dollars below the minimum expense of either of the last six years. This, in a great degree, however, has been owing to the decrease in our transportation of freight.

The finances of the Company through the year have been in an easy condition, and, apart from the possible contingencies of the war, we see nothing in our financial affairs requiring action beyond the ordinary powers of the Board of Directors. We have virtually no floating debt, and the earliest maturity of our outstanding bonds is in the year 1870. We are, however, in the midst of a strife, unequalled in the proportions it has assumed, by any this continent has witnessed, and the country through which our Road is located is now the theatre of active war. What may be its effects on the property and interests of the Company are not foreseen, beyond the loss of business already adverted to, and which we can only regard as temporary. Should they occasion any emergency requiring your action, you can readily be called together. At present we are not prepared to advise that any measures can be judiciously taken, beyond increased care and vigilance on the part of those directly charged with the management of our affairs in providing for any contingencies that may happen.

Under the act of the General Assembly of Virginia, authorising this Company to purchase stock in either of the Roads of the inner line running north from Weldon, the Board of Directors have purchased twenty thousand dollars of stock in the Richmond and Fredericksburg Railroad Company, guaranteed to yield seven per cent dividends. This investment was made early in the year and no other has been made.

For details of the financial condition of the Company, and of its receipts and expenditures for the past year, we refer you to the statements of the Treasurer herewith submitted.

The line of the Road, bridges and rolling stock are in good and efficient condition. For full information with regard to them and of the repairs and improvements to the property of the company, and for details of our transportation and road operations for the year, we refer to the

report of the General Superintendent and the accompanying statements of the heads of departments, all of which are presented herewith.

Our trains have been run through the year without any accident causing loss to the company; and one casualty only involving life has occurred, and that through no fault of the company or its employees.

The officers, agents and employees of the company have evinced their accustomed faithfulness and efficiency.

Respectfully submitted for your consideration, on behalf of the Board of Directors.

SAMUEL M. WILSON, *President.*

GENERAL SUPERINTENDENT'S REPORT.

GENERAL SUPERINTENDENT'S OFFICE,
SEABOARD AND ROANOKE RAILROAD COMPANY,
Portsmouth, Feb. 27, 1862.

To the President and Directors of the
Seaboard and Roanoke Railroad Co.

GENTLEMEN:—In submitting to you my Report of the operations of your Road for the last fiscal year, I regret that I am unable to present you with a result as satisfactory as that submitted a year ago. Your receipts have been considerably diminished. This is due to the total breaking up of through travel and freights by non-communication from Norfolk and Portsmouth.

The receipts of the Road for the year have been as follows:

From passengers	$89,562 41
" freights,	79,408 41
" C. S. Mails,	6,000 00
Total from Transportation,	$174,970 82
From Rents, Dividends, Interest, &c.,	14,944 54
Making your gross revenue,	$189,915 36
The operating expenses of the road have been,	92,534 59
Leaving a net balance of	$97,380 77

It will be seen by this report that the expenditure for the year has been even much less than that of the year previous. This has been accomplished only by the most rigid economy practised in each depart-

ment of the road. For a classification of this expenditure I refer you to the Treasurer's report. The number of miles run by your engines during the year has been but little less than that run heretofore.

Upon the breaking out of the war between the Confederate and United States the Seaboard Road, in common with many of the railways of the South, found itself cut off from the source upon which it had been heretofore dependent for supplies of almost every description. This led me to attempt the production of many articles from our own resources, and in many respects the attempt has succeeded in a manner which must be most gratifying to you. I have heretofore used exclusively New Bedford whale oil as a lubricating material. The negroes employed by the Company have been fed upon bacon cured in Cincinnati. The Company has now erected a large smoke house, has killed and cured it own pork, from the refuse of which an oil has been prepared answering its purposes most admirably, as will be seen by the report of the Superintendent of Machinery. The bacon has been prepared at less cost than that which the Company has heretofore purchased, and the oil is obtained at so low a rate, and answers its purpose so admirably, that I do not propose hereafter to use any other. The engine Norfolk is now running upon chilled tires made by ourselves, those purchased by me having failed to arrive in consequence of the blockade. Even the soap used by the Company is now made in its own shops.

It has been difficult to obtain railroad iron, and none has been laid during the past year, but it is expected that in a short time suitable rolling mills will be established within the Confederate States, and then it may be safely said that for all essentials our southern roads have within themselves the elements of a successful existence.

I have continued in my endeavors to make cash payments for all purchases, and in examining the statements of your Treasurer they will exhibit the real financial condition of the Company, as the outstanding debts due from my department are too small for consideration.

The report of the Master of Transportation exhibits most fully the classification of his department. On the establishment of the blockade the Company's through business with the cities of the United States closed, and their business to a great extent became purely local. But very little cotton has been brought to Portsmouth since then, and the Company has not encouraged its transportation, believing that as this is what is most desirable to the United States it should not be accumulated at any point in quantity. The Company's mail pay is reduced to a point of actual cost, and in the transportation of troops or freight for the government the Seaboard road has not only exerted itself to afford to it the greatest facilities for transportation, but at the lowest rates both for passengers and freight.

ROAD.

The Superintendent of Road and Bridges has paid great attention to his department. The road is well ditched and drained, and the easy motion of the cars in passing over it is evidence of its excellent condition.

TRACK.

No new track has been laid during the year. The old rails have, wherever it has been necessary, been supported on new sills. About 15,000 new sills have been placed in the road within the year.

BBIDGES AND TRESTLE.

As is usual these have undergone the most rigid examination. No important new work has been engaged in. Weldon Bridge, of which three spans were reported in my last report as having been thoroughly overhauled, is now eompleted, and the remaining spans covered with new decking.

DEPOTS.

A new stable has been built at Portsmouth, and a smoke house at Carrsville; with these exeeptions nothing has been done beyond the usual repairs rendered necessary through age and decay.

SHOPS.

The condition of the Shops speaks well for the supervision of the Superintendent of Maehinery.

MACHINERY.

The alteration of the valve motion to the Wm. Collins resulted so satisfactorily that I determined to make similar alterations to the Virginia. Both of these engines are the most efficient in the Company's service. 112,544 miles were run by your engines during the past year.

CARS.

Two House Cars, ninety-nine Platform Cars and a Battery have been built; all other cars have been well maintained, and at this time but seven ears are out of order, thus showing that this portion of your rolling stoek is in an effieient eondition.

ACCIDENTS.

But one loss of life oeeurred on the road during the past year. A Confederate soldier was asleep upon the track at night and was run over and killed instantly. I was engaged in running the engine at the time and eould not possibly have avoided the accident. Otherwise there have been no aeeidents, or even delays, and even hot boxes have been an exeeedingly rare oeeurrence.

In eonelusion, it is to be hoped that the United States may soon be brought to pereeive the folly of their attempt at subjugation of the Confederate States, that peaee may be restored, and with it a return of the road to its legitimate business. In such an event the prospeets of the Seaboard and Roanoke Railroad are of the most promising charaeter, and under the guidanee of the officers and employees, who during the past year have in general worked to my entire approbation, it eannot but prove a most suceessful enterprise.

JOHN M. ROBINSON, *Gen'l. Supt.*

STATEMENT of the Financial Condition of the S. and R. Railroad Company, on the 31st January, 1862.

Cost of Road and Property—as per last annual statement,		$1,491,395 83	Capital Stock—as per last annual statement,		643,200
			Preferred Stock—with guaranteed dividend of 7 per cent,		225,000
Investment—Stock of the Baltimore Steam Packet Company,	93,000				
First Mortgage Bonds of S. & R. R. R. Co.,	90,000		First Mortgage Bonds, payable in 1880,	300,000	
			Third do do do 1870,	71,500	
Guaranteed Stock Richmond Fredericksburg & Potomac Railroad,	20,000		Convertible do do 1865,	300	
Bonds of Confederate States,	1,500		do Bonds issued for dividends, payable in 1873,	129,083 50	
Bonds of Roanoke Valley Railroad,	1,200				500,883 50
		205,700 00	Interest on Bonds and Dividends on guaranteed and common Stock remaining unpaid,		38,708 75
Debts due the Company—Wm. Ward, (in suit.)	7,250				
Sundries, (in open account,)	66,028 98		Debts due by the Company—State of North Carolina,	10,774 28	
		73,278 98	Sundries in open account,	10,467 30	
Cash—on hand January 31st, 1862,		6,425 50			
			Profit & Loss—total receipts from transportation and other miscellaneous sources,	2,048,789 91	21,241 58
			Less—total expenses of transportation, Including interest on Bonds and dividends on guaranteed and common Stock, losses on sale of Stocks and Bonds, accidents, &c.	1,701,023 43	347,766 48
		$1,776,800 31			$1,776,800 31

Office S. & R. Railroad Company, Portsmouth, Va., Jan. 31, 1862.

RICHARD WALKE, *Treasurer.*

STATEMENT of the Receipts and Disbursements of the Seaboard and Roanoke Railroad Company from the 1st day of February 1861 to the 31st day of January, 1862.

Cost of Transportation—current expenses as per abstract		$92,534 59	Cash—on hand 31st Jan. 1861		$9,322 40
Interest on bonds and dividends on guaranteed stock,	$45,412 72		Receipts—road earnings,	174,970 82	
Dividends on common stock,	45,024 00		Dividends and interest on investments, rents, and other sources,	14,944 54	
Discount and exchange,	2,510 28				189,915 36
		92,947 00	Interest on Bonds and Dividends on Stock—unpaid		38,708 75
Convertible Bond of 1857, paid off		20 00	First Mortgage bonds extended and sold,		3,800 00
Investment.—Guaranteed Stock of the Richmond Fredericksburg and Potomac Railroad,	20,000 00		Debts due the Company—from sundries,		15,357 30
Cenfederate State Bonds,	1,500 00				
		21,500 00			
Debts due the Co—sundries on open ac't		43,676 72			
Cash on hand Jan. 31, 1862,		6,425 50			
		$257,103 81			$257,103 81

Office S. & R. Railroad Company, Portsmouth, Va., January 31, 1862.

RICHARD WALKE, *Treasurer.*

STATEMENT SHOWING THE CURRENT RXPENSES PAID OUT OF THE INCOME OF THE SEABOARD AND ROANOKE RAILROAD COMPANY, FROM THE 1st DAY OF FEBRUARY, 1861, TO THE 31st DAY OF JANUARY, 1862.

Officer's Salaries—embracing President, Superintendent and Treasurer,	$ 6,500 00
Office Expenses—embracing Printing, Advertising, Postages, Stationery, &c.,	302 58
Depot Expenses—embracing Compensation of Agents, Repairs, Water Tanks, and Hands at Way Stations,	16,359 31
Repairs of Road—embracing Timber, Iron, Tools, Compensation of Managers, Overseers and Hire and Support of Hands,	30,418 81
Train Expenses—embracing Compensation and Expenses of Conductors, Engineers and Agents, and Cost of Wood, Oil, Waste, &c.,	19,233 97
Repairs of Engines and Cars—embracing Compensation of the Foreman of the Shops, Workmen and Cost of Materials used in Repairs,	11,976 60
Miscellaneous—embracing amount paid for Stock killed, Merchandize lost, State, City and County Taxes, Insurance, &c.,	6,312 29
Horses, Stables, &c.,—Expenses of Team,	1,431 03
	$92,534 59

Office S. & R. Railroad Company, Portsmouth, Va., January 31st, 1862.

RICHARD WALKE, Treasurer.

A COMPARATIVE STATEMENT of the Road Earnings of the Seaboard and Roanoke Railroad for the year 1860-61 and 1861-62.

1860-'61.	No. of Passengers.	Passengers. LOCAL.	Passengers, Portsmouth & Weldon.	Passengers through.	Passengers Total.	Freight Local.	Freight Portsmouth & Weldon	Freight Total.	U. S. Mail.	TOTAL.
FEBRUARY,	2,416	$1,876 97	$2,006	$2,120	$6,002 97	$3,576 94	$6,949 32	$10,526 26	$666 67	$17,195 90
MARCH,	3,217	2,287 70	3,185	2,906	8,378 70	4,385 17	13,107 69	17,492 86	666 67	26,538 23
APRIL,	2,522	1,998 07	2,247	2,488	6,733 07	3,681 44	12,724 55	16,405 99	666 66	23,805 72
MAY,	3,035	2,349 32	3,822	1,459	7,630 32	4,436 90	6,029 79	10,466 69	666 67	18,763 68
JUNE,	2,764	2,273 76	2,192	2,602	7,067 76	2,593 03	6,990 96	9,583 99	666 67	17,318 42
JULY,	3,528½	2,937 43	2,589	3,414	8,940 43	2,330 57	6,018 78	8,349 35	666 66	17,956 44
AUGUST,	3,461	2,636 88	3,188	4,360	10,184 88	2,843 96	6,494 83	9,338 79	666 67	20,190 34
SEPTEMBER,	3,746½	2,529 30	2,552	5,728	10,809 30	3,620 67	13,290 57	16,911 24	666 67	28,387 21
OCTOBER,	3,514½	2,532 16	2,139	4,796	9,467 16	6,225 37	14,375 22	20,600 59	666 66	30,734 41
NOVEMBER,	2,335½	1,936 64	1,840	2,326	6,102 64	4,609 91	8,093 13	12,703 04	666 67	19,472 35
DECEMBER,	3,150	3,808 89	1,876	1,532	7,216 89	3,036 54	5,318 58	8,355 12	666 67	16,238 68
JANUARY, '61,	2,685½	3,045 05	1,448	1,478	5,971 05	5,010 11	7,206 38	12,216 49	666 66	18,854 20
1861-'62.	36,375½	$30,212 17	$29,084 00	$35,209 00	$94,505 17	$46,350 61	106,599 80	$152,950 41	$8,000 00	$255,455 58
FEBRUARY,	2,172	$2,192 38	$1,402 00	$1,350 00	$4,944 38	$3,322 10	$5,916 61	$9,238 71	$666 67	$14,849 76
MARCH,	2,419	1,901 68	1,784 00	2,288 00	5,973 68	3,941 46	7,770 11	11,711 57	666 67	18,351 92
APRIL,	2,990½	2,592 31	2,912 00	2,136 00	7,640 31	2,945 13	8,323 47	11,268 60	666 66	19,575 57
MAY,	1,748½	2,022 30	5,672 00		7,694 30	2,326 38	1,140 07	3,466 45		11,160 75
JUNE,	2,308½	2,243 14	3,025 00		5,268 14	1,783 21	2,255 50	4,038 71	500 00	9,806 85
JULY,	2,674½	2,882 88	10,510 80		13,393 68	941 83	5,611 53	6,553 36	500 00	20,447 04
AUGUST,	2,746½	2,342 16	6,408 56		8,750 72	842 17	3,661 19	4,503 36	500 00	13,754 08
SEPTEMBER,	2,196	2,256 75	5,289 91		7,546 66	1,313 04	2,876 17	4,189 21	500 00	12,235 87
OCTOBER,	2,603	2,722 20	4,683 83		7,406 03	2,210 40	3,195 97	5,406 37	500 00	13,312 40
NOVEMBER,	2,248½	2,577 69	3,894 73		6,472 42	1,656 80	4,202 09	5,844 19	500 00	12,816 61
DECEMBER,	2,786	3,371 99	3,966 61		7,305 23	1,563 32	4,133 79	5,697 11	500 00	13,502 34
JANUARY, 1862,	2,884½	2,981 71	4,185 15		7,166 86	2,495 65	4,995 12	7,490 77	500 00	15,157 63
	29,777½	$30,087 19	$53,734 59	$5,774 00	$89,562 41	$25,341 49	$54,081 62	$79,408 41	$6,000 00	$174,970 82

Office of the Seaboard and Roanoke Railroad Company, January 31st, 1862.

RICHARD WALKE, Treasurer.

REPORT OF DOWN FREIGHT FROM 1st FEBRUARY, 1861, TO 31st JANUARY, 1862.

Stations.	No. of Tons.	Feet of Lumber.	No. of Staves.	Lbs. of Bacon.	Bbls. Flour.	Bales Cotton.	Kgs. Lard	Naval Stores	Bushs. Grain.	Bushs. Peas.	Boxes Tobac.	Bbls. Copper Ore.	Bags. Silver Ore.
SUFFOLK,.....	259			45,250			152			856			
CARRSVILLE,.	546	155,190	46,000	139,800			156			958			
FRANKLIN,...	2,806	1,022,850	6,000	33,930		693	465		138	3,337			
NOTTOWAY, ..													
NEWSOMS,....	300	16,000	24,000	40,000		74	286		116	1,614			
BOYKINS, ...	169		12,000	8,400		196	89		100	890			
BRANCHV'LE,.	200	24,500	20,000	3,000		40	28		904	989			
MARG'VILLE,.	60	16,000		3,130		23	26			359			
SEABOARD, ...	49			3,400		140	12	61	270	132			
WELDON,.....	1,012		24,800		192	1,606		84	1,140	130	277		
R.&G.W.ST.	269			3,874	656	72	2		167	10	1,947		
RALEIGH, ...	1,113				499	1,134					494		
	6,783	1,234,540 Tons	132,800 Tons.	280,784 Tons	1,347 Tons	3,978 Tons	1216 Tons	145 Tons	2,835 Tons	9,275 Tons	2,718 Tons		
		2,469	$265\frac{1}{2}$	$140\frac{1}{2}$	$134\frac{3}{4}$	$795\frac{1}{2}$	$60\frac{3}{4}$	18	$70\frac{3}{4}$	$278\frac{1}{4}$	$1.35\frac{3}{4}$		

Specified Tons,.....$4,368\frac{3}{4}$
Miscellaneous Tons,.....$2,414\frac{1}{4}$

Total number of Tons,.....6,783

OWEN D. BALL, Master of Transportation.

REPORT OF UP FREIGHT, FROM THE 1st FEBRUARY, 1861, TO THE 31st JANUARY, 1862.

Stations.	No. Tons.	Bbls. Sugar.	Bbls. Lime.	Bags Guano.	Bbls. Wh'ky.	Sacks Salt.	Bags Coffee.	Hhds. Bacon.	Hhds. Mol'ses
Suffolk,	415	140	97	206	306	606	68	3	14
Carrsville,	311	55	52	1,062	93	285	29		6
Franklin,	624	208	255	889	253	709	99		24
Newsoms,	351	53	128	1,804	132	533	31	2	11
Boykins,	214	58	184	627	149	145	41		4
Branchville,	41	15	5	122	34	68	8	1	2
Margarettsville,	92	16	85	540	52	78	18	2	7
Seaboard,	274	35	362	486	91	126	30	2	5
Weldon,	1,314	685	372	2,471	514	227	177	10	10
Raleigh and Gaston Way Stations,	1,276	240	935	2,657	562	502	133	15	37
Raleigh,	2,878	690	895	1,616	701	720	785	87	12
	7,790	2,195 Tons. $274\frac{1}{2}$	3,370 Tons. $421\frac{1}{4}$	12,480 Tons. 936	2,887 Tons. $577\frac{1}{2}$	3,999 Tons. $499\frac{3}{4}$	1,419 Tons. $113\frac{1}{2}$	122 Tons. $48\frac{3}{4}$	132 Tons. 99

Specified Tons,.....$2,970\frac{1}{4}$
Miscellaneous Tons,.....$4,819\frac{3}{4}$

Total number of Tons,.....7,790

OWEN D. BALL, Master of Transportation.

REPORT OF THE NUMBER OF PASSENGERS OVER THE SEABOARD AND ROANOKE RAILROAD FOR THE YEAR ENDING 31st JANUARY, 1862.

Months. 1861.	Portsmouth.	Suffolk.	Carrsville.	Franklin.	Newsoms.	Boykins.	Branchville.	Mgtsville.	Seaboard.	Weldon.	Total.
February,	928	295½	45	181½	38	157	6	58½	28	434½	2,172
March,	1,205½	232½	59½	196	32	110	15	26	61½	481	2,419
April,	1,394	347½	57½	255½	36	120	62	58½	90	569½	2,990½
May,	740	204½	54½	216	38	98	19	61½	50	267	1,748½
June,	977	212	30	186	22	169		90	61½	561	2,308½
July,	1,016	290	45½	200½	43½	150		28½	55½	845	2,674½
August,	1,243½	277	52	179	73½	93½		39	52½	736½	2,746½
September,	1,102	242	30	103	61½	111½		8½	20½	517	2,196
October,	1,261	311½	59½	155½	57½	80½		10	57½	610	2,603
November,	1,160½	336½	73	163	31½	72		20	27	365	2,248½
December,	1,238½	332½	67	142½	37½	99		33½	49	786½	2,786
January, (1862,)	1,341	471½	142½	209½	51	99		23	52	495	2,884½
	13,607	3,553	716	2,188	522	1,359½	102	457	605	6,668	29,777½

OWEN D. BALL, Master of Transportation.

REPORT OF THE MASTER OF MACHINERY OF THE SEABOARD AND ROANOKE RAILROAD FOR 1861—62.

Name.	Number.	DESCRIPTION. Weight.	Cylinder.	Wheels. No.	Wheels. Diam.	Cost of Labor.	Cost of Stock.	Total Cost of Repairs.	Cost per ml. run.	No. of Miles run.	OIL USED. Galls.	Cost.	No. mls. to pint.	WOOD USED. No. of Cords.	Cost.	Miles run to cord.	Total cost of running.	Total cost per mile run.
						$ cts.	$ cts.	$ cts.	cts.			$ cts.			$ cts.		$ cts.	
Virginia,	1	22 tons.	14½ x 20	4	60	1212 12	623 44	1835 56	24'33	7,543	37	43 59	25'58	177¾	445 32	42'43	2,891 55	38'33
Raleigh,	2	20 "	13 x 20	4	66	159 54	108 88	268 42	2'06	12,988	37	42 24	47'87	170¾	431 86	76'06	1,322 81	10'19
Baltimore,	3	20 "	13 x 20	4	66	436 05	251 61	687 66	4'	17,190	63½	73 69	33'83	252⅛	626 30	67'78	2,014 70	11'72
Palmetto,	4	20 "	13 x 20	4	60	281 99	79 44	361 43	3'48	10,380	36	41 52	36'04	300¾	731 85	34'51	1,828 69	17'61
Collins,	5	18 "	12 x 20	4	60	451 40	517 34	968 74	4'58	21,108	80	91 19	32'98	253⅜	633 42	83'30	2,624 27	12'43
Carolina,	6	20 "	13 x 22	4	60	99 79	158 75	258 54	1'67	14,630	46½	53 06	39'32	321⅞	804 72	45'45	2,145 65	14'66
Norfolk,	7	16 "	11 x 20	4	56	654 80	345 01	999 81	35'45	2,820	9	10 59	39'16	43⅞	110 32	64'27	1,369 52	48'56
Portsmouth,	8	12 "	10 x 20	2	54	29 64	6 12	35 76	0'28	12,769	34½	39 19	46'26	204¼	509 41	61'29	1,206 13	9'44
Romulus,	9	9 "	9 x 18	2	48	16 35		16 35	0'12	13,116	47	52 93	34'88	157⅜	394 02	83'42	1,190 61	9'08
Total,						3341 68	2090 59	5432 27	4'82	112,544	390½	448 00	36'02	1,882½	4,687 22	59'77	16,593 93	14'74

						REMARKS.
5	Passenger and Baggage. " Cars.					In order
1	" and Baggage Car.					" "
2	Mail and Smoking Cars.					" "
3	Baggage Cars.	808 33	609 04	1,417 37	2'83	500 80	216	208 25		" "
	Burden Cars.					
73	House Cars.					" "
3	Cattle Cars.					" "
75	Platform Cars.					7 out of order.
12	Gravel Cars.	1,730 44	1,119 92	2,850 33	4'56	624 64				In order.
	Reconstruct'n Burden Cars.	1,525 99	1,186 49	2,712 48						2 House, 11 Platform and 1 Battery Car rebuilt.
	Total Engines and Cars.	7,406 44	5,006 04	12,412 48	11'03	1,125 44				

The above report of Engines includes the pay of Engineer and Fireman, all Tallow, Waste and Packing Yarn. Also the extra Wood burned while standing under steam in the Engine Houses in Portsmouth and Weldon.

J. B. PENDLETON, Sup't. of Machinery, S. & R. R.

Photomount
Pamphlet
Binder
Gaylord Bros.
Makers
Syracuse, N. Y.
PAT. JAN 21, 1908

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